

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	USSR (Black Sea)	REPORT	
SUBJECT	Port of Novorossiysk	DATE DISTR.	10 February 1955
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This is UNEVALUATED

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 (FOR KEY SEE REVERSE)

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- 25X1 1. When [] ship approached Novorossiysk [] merchant traffic was very light, and no naval vessels were observed. Radio beacons on the Russian coast off Novorossiysk were located as indicated on the sea chart and their operation agreed with published information. No fortifications were seen along the coast or in the harbor. 25X1
2. Upon reaching Novorossiysk Bay, [] ship was ordered to follow in the wake of the pilot boat and to drop anchor off the entrance to the harbor. After clearance inspection and other formalities, the pilot steered the ship to a berth in the harbor. The port medical officer, a woman, boarded the ship with the pilot. There was no formal inspection; the medical officer simply inquired about sick crew members and contagious diseases. An inspection party of six persons in uniform and two civilians, a woman and the ship broker's agent, boarded the ship from a launch. The uniformed persons, who appeared to be soldiers, wore brown uniforms and visored caps with green piping, and carried pistols. The conduct of the party was correct and courteous. Inspection required about one hour. It included the following controls: 25X1
- Radio equipment, binoculars, and cameras were sealed.
 - Three persons examined the ship's papers and books.
 - Each crew member was interviewed briefly and his documents were checked.
 - Foreign currency was collected and sealed. It was returned when the ship left port.
 - Lockers, holds, and crews quarters were superficially inspected in the presence of a ship's officer.

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STATE	X	ARMY	X	NAVY	#X	AIR	#X	FBI	AEC	
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3. When the boarding party left the ship, two soldiers were detailed to remain on board. After the ship had berthed, two sentries wearing clay-brown uniforms and visored caps with green piping, and carrying submachine guns were posted at the gangway. This guard detail was relieved every eight hours. The crew was not allowed to paint the ship on the side toward the dock. Shoregoers were issued permits by the broker, which were shown to a sentry at the gangway and had to be renewed daily. Soviet money was procured by the broker and paid for in foreign currency immediately before the ship left port.
4. The harbor at Novorossiysk appeared to be unfinished. Most of the quays were in ruins, and quay installations and sheds were being reconstructed. No large cranes were observed. Apparently only one pier was in good condition. This pier was 160 to 200 meters long and 30 to 35 meters wide and had a concrete floor which rested on piles so high above the water level that it was possible to see under it. Although the port authorities stated that the water alongside the pier was nine meters deep, a ship drawing 8.64 meters went aground and was floated only by discharging ballast. Soundings were prohibited by the port authorities. The floor of Novorossiysk harbor at this quay was said to be muddy. The specific gravity of the water in the harbor was 1.015.
5. A pipeline ten inches in diameter, running underground close to the pier, was continued overground to the head of the pier and then ran back on the opposite side of the pier continuing underground ashore. A U-shaped piece of tube with a slide valve was fitted between the two parallel pipelines on the pier, so that one-half of the pipeline could be shut off. Two ten-inch hoses for bunkering ships were fitted on the parallel pipes, one at either end of the U-shaped piece. The hoses were hoisted aboard ships by a small hand operated crane. No pumping station was seen on the pier or ashore.
6. Two Soviet tankers of 10,000 to 12,000 DWT bunkered successively at the pier, because they could not be berthed there simultaneously. Bunkering was performed with a ten-inch hose, and the loading capacity was 700 tons per hour. Since the two Soviet tankers were given priority, the main pipeline was throttled to three-quarters capacity by means of the slide valve in the U-shaped piece. One of the tankers left port on 10 May after taking on cargo from 8 to 9 May. Another tanker put in on 10 May and tied up to the berth the outgoing tanker had left. It immediately bunkered and took on cargo until 11 May, leaving harbor late in the evening. On 10 May, a small passenger coaster of about 700 DWT put in and tied up to the quay. It was still moored there on 12 May. At about noon on 11 May, the former German diesel electric ship PATRIA put into the harbor. It was still there on 12 May.
7. Work in the harbor was done mainly by women 16 to 60 years old. They all looked rather shabby, their clothes patched and their footwear badly worn. It was learned from conversations with longshoremen that dwelling conditions had considerably improved because of reconstruction work. Prices for food were still very high, however, and vodka was the only thing obtainable at a reasonable price.

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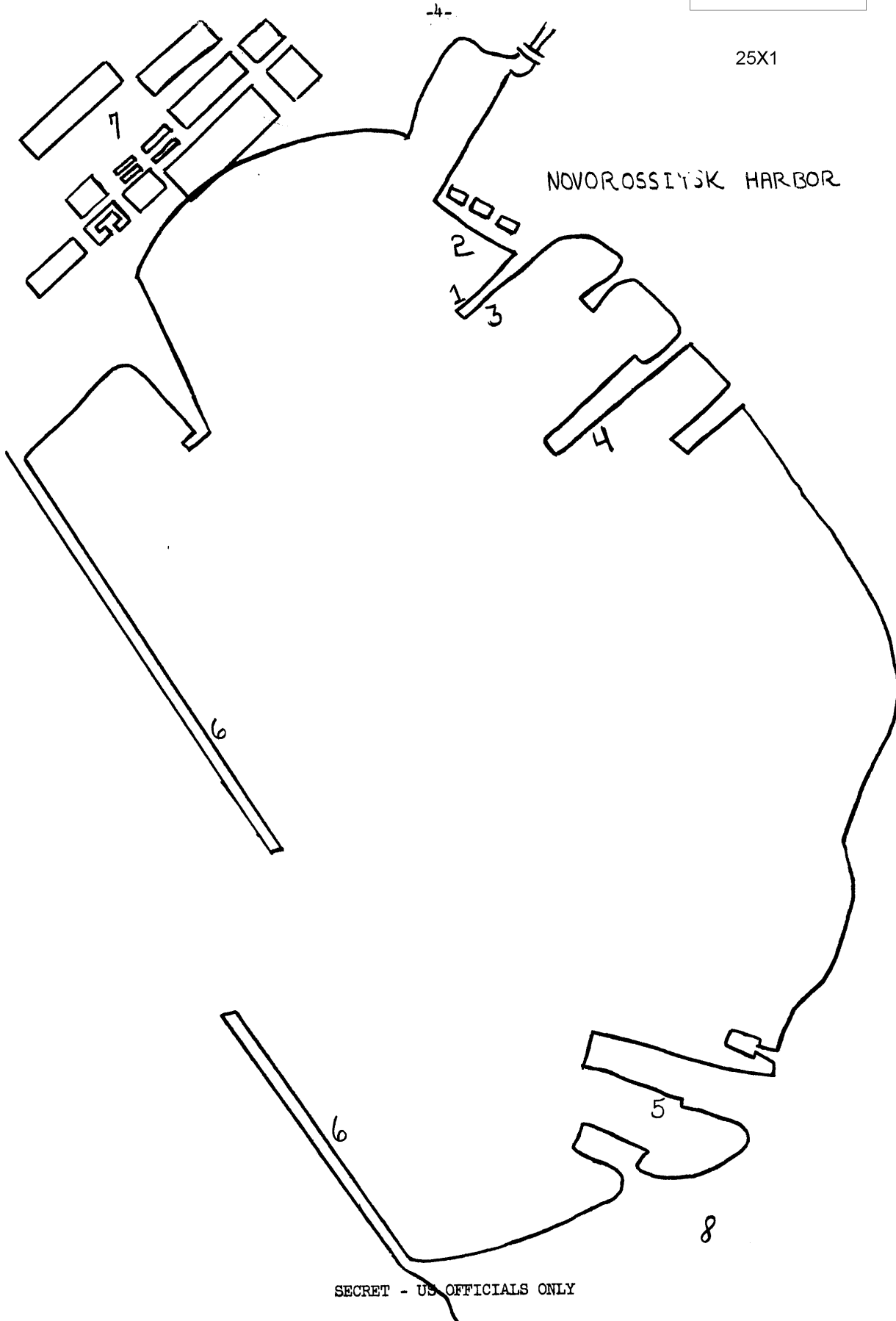
Legend to Sketch of Novorossiysk on page 4

1. Berth of informant's ship.
2. Berth of naval vessels, including one submarine, several minesweepers, and guardboats. Three or four brick barracks installations in a barbed wire enclosure were on shore. Naval personnel were seen in the area.
3. Berth of the Soviet tankers which were loaded successively.
4. Quay undergoing reconstruction. Three sheds were under construction. No crane installations were observed. A small passenger steam coaster tied up to the quay on 10 May 1954.
5. Quay under construction. Two or three sheds could be made out. No cranes were seen. The former German PATRIA was berthed at this quay.
6. Jetties
7. Town of Novorossiysk. Longshoremen stated that it had been entirely reconstructed with the aid of German PWs.
8. A large industrial site, evidently cement works, as the limestone mountains at the rear of the site, which were cut step-wise, seemed to indicate. Rope-ways linked the working areas with the factories. Work in the mountains, as well as in the factories, was done in day and night shifts. The thick smoke from the factories nearby obscured the factory buildings and the quay installations and hung over the harbor as perpetual smog.

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